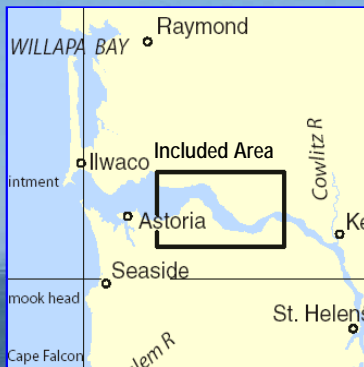


# BookletChart™

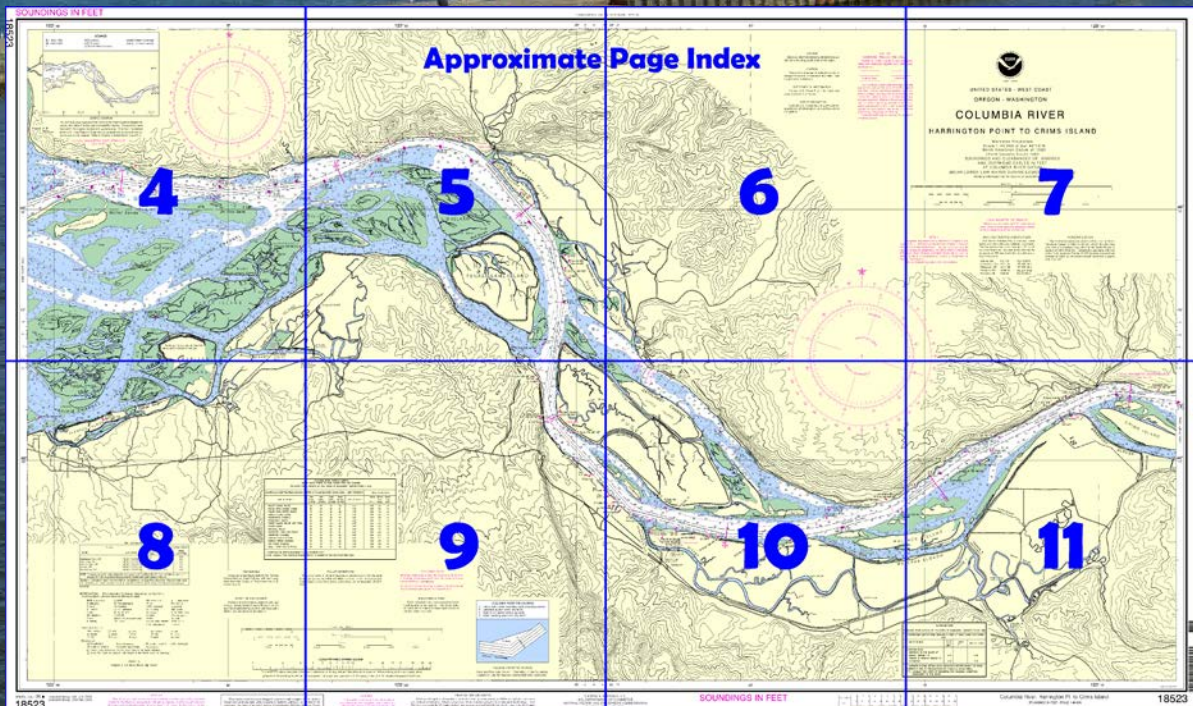


## **Columbia River – Harrington Point to Crims Island** **NOAA Chart 18523**

*A reduced-scale NOAA nautical chart for small boaters*  
*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18523>.



**(Selected Excerpts from Coast Pilot)**  
**Vessel Arrival Reports.**—The Washington State Department of Ecology requires that all tank vessels, and certain cargo and passenger vessels, submit an Advanced Notice of Entry (ANE) Report at least 24 hours prior to entering Washington waters.

A Safety Report must be submitted with an Advance Notice of Entry, or, if the condition occurs after submittal of an ANE the Department must be notified immediately by phone or facsimile of the

condition. To inquire or submit vessel information, contact the Washington State Department of Ecology by calling 24 hours,

503-790-4868 (Columbia River and Grays Harbor) or 360-956-8378 (Strait of Juan de Fuca and Puget Sound). Facsimile Safety Reports should be sent to 1-800-664-9184 or 360-407-7288.

Cargo, passenger, fishing and tank vessels are subject to boarding by Washington State Department of Ecology inspectors when in port. Tank vessels are required to have a Tank Vessel Oil Spill Prevention Plan on file with Ecology or must obtain a waiver prior to entering Washington State waters. Washington State also has safe bunkering procedures that must be followed during fuel transfers. For more information contact Ecology by calling 24 hours, 503-790-4868 (Columbia River and Grays Harbor) or 360-956-8378 (Strait of Juan de Fuca and Puget Sound). **To report oil spills call 1-800-258-5990.**

**Caution.**—The volcanic eruptions of Mount Saint Helens in mid-1980 caused extensive flooding with resulting heavy siltation in the lower Columbia River. Large amounts of mud, logs, and other debris entered Columbia River from Cowlitz River, just E of Longview at Mile 59 (68). In late 1980, dredging was done in the aforementioned area, however, mariners are advised to use caution in the Columbia River and its tributaries. Self-propelled hopper dredges, dredge barges and pipeline dredges may be encountered throughout the transit from sea to Bonneville Dam. Mariners should contact these vessels on VHF-FM channel 13 to make passing arrangements, and navigate with due caution through these areas.

Between **Harrington Point**, Mile 20.5 (23.6), and **Crims Island**, Mile 47.5 (54.6), Columbia River main channel follows the N bank to **Three Tree Point**, thence swings around the bend, holding to the NE shore as far as **Hunting Islands**, where it swings along the S shore until off the SE end of **Puget Island**; thence it follows the N bank from **Cape Horn** past **Abernathy Point** and N of Crims Island and **Gull Island**.

**Currents.**—In this section (between **Harrington Point** and **Crims Island**) the current velocity is about 1 knot. Because of the river flow, which combines with the current, the upstream flow is weak or nonexistent and the downstream flow attains velocities of 2 to 3 knots.

**Local magnetic disturbance.**—Differences of as much as 3° from the normal variation have been observed along this section of the river.

**Steamboat Slough**, NE of **Price Island** at Mile 29.3 (33.7) on the Washington side, and **Elochoman Slough**, on the E side of Hunting Islands at Mile 31.3 (36), are used by fishing boats, tugs, and for log storage. Gasoline and diesel fuel are available at **Skamokawa** just above the NW end of Steamboat Slough. A small marine railway, owned by a private packing firm, can be used if prior arrangements are made. In 2000, the controlling depth was 1 foot along the SE edge of the entrance channel (shoaling to bare across the remainder of the entrance) and in the channel bend off Skamokawa.

At Mile 35 (39.9), a power cable with a least clearance of 230 feet crosses the main channel to Puget Island. The tower on the E side of the channel on Puget Island is prominent.

**Cathlamet Channel** joins the main channel at Mile 32.3 (37.2) on the Washington side. It is used by fishing boats, tugs, log rafts, and barges, and for some log storage above the city of **Cathlamet**. A mooring basin is at Cathlamet with its entrance on Elochoman Slough; 190 berths (some with electricity), gasoline, diesel fuel, water, ice, wet and dry winter boat storage, a pumpout station, a launching ramp, and marine supplies are available. A fixed highway bridge crosses the channel from Cathlamet to Puget Island; the clearance is 75 feet for the N span.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Seattle

Commander  
13<sup>th</sup> CG District  
Seattle, WA

(206) 220-7001



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

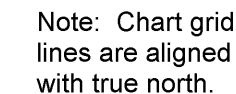
## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>



~~SCALE 1:40,000~~  
Nautical Miles





**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

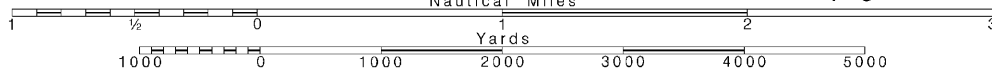
Additional uncharted submarine cables are shown on this chart. Not all submarine cables are those that were exposed. Exercise caution when operating water comparators, pipelines and anchoring, dragging.

Covered wells, unlighted buoys,

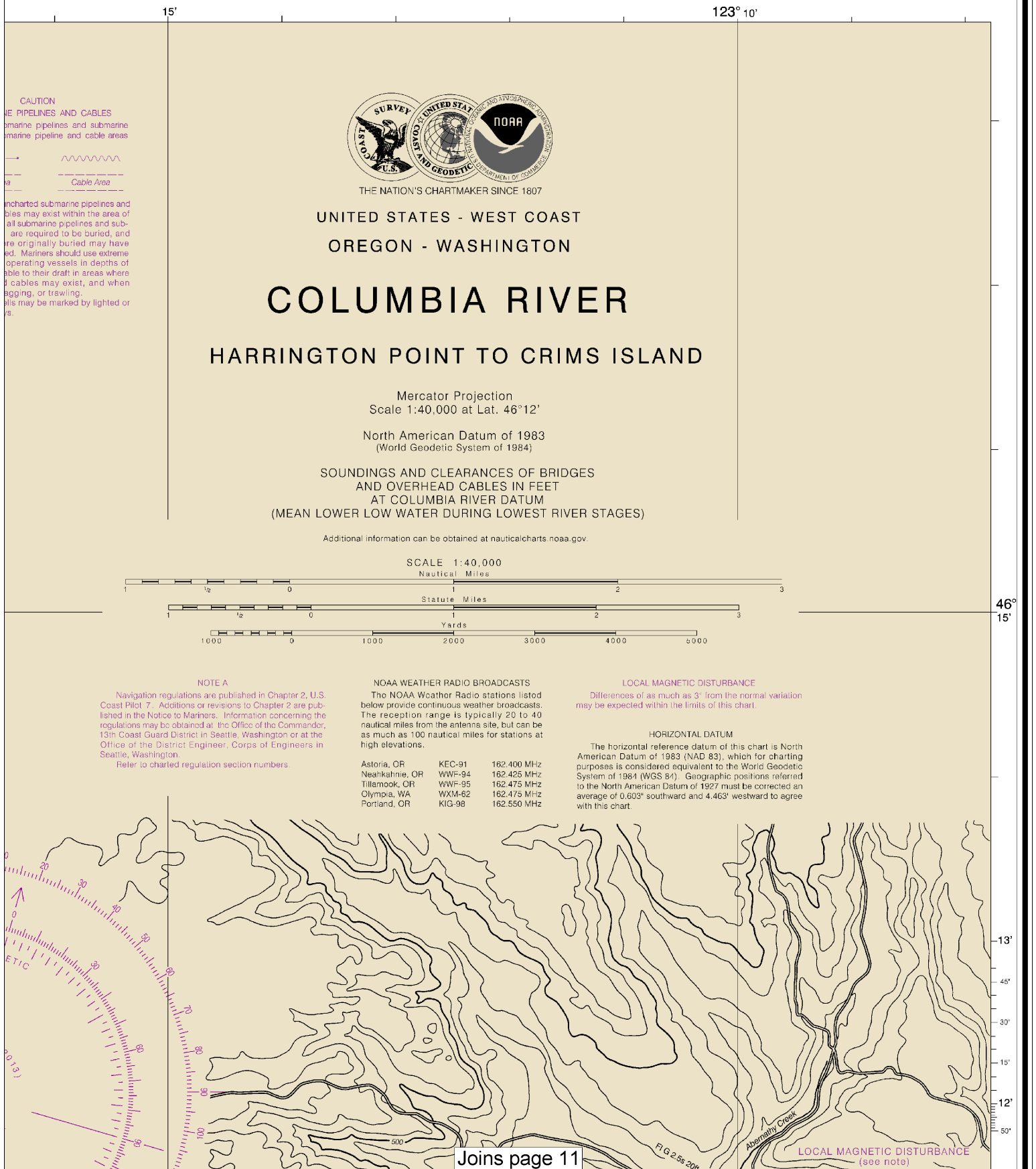
Joins page 10

Joins page 10

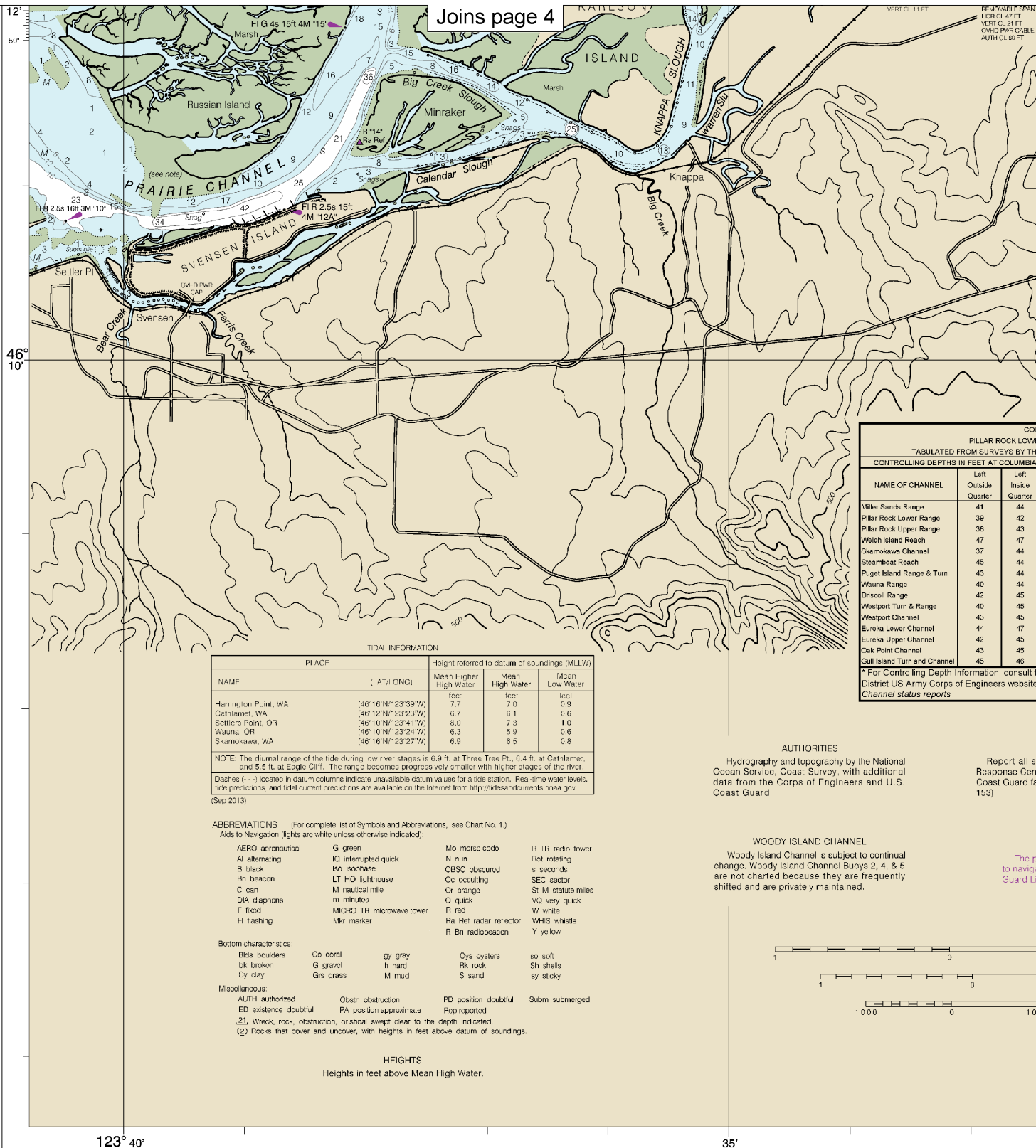
See Note on page 5.



Note: Chart grid lines are aligned with true north.



Joins page 4



PILLAR ROCK LOWER		
TABULATED FROM SURVEYS BY THE		
CONTROLLING DEPTHS IN FEET AT COLUMBIA R		
NAME OF CHANNEL	Left Outside Quarter	Left Inside Quarter
Miller Sands Range	41	44
Pillar Rock Lower Range	39	42
Pillar Rock Upper Range	36	43
Welch Island Reach	47	47
Steamboat Channel	37	44
Steamboat Reach	45	44
Puget Island Range & Turn	43	44
Wsuwa Range	40	44
Driscoll Range	42	45
Westport Turn & Range	40	45
Westport Channel	43	45
Eureka Lower Channel	44	47
Eureka Upper Channel	42	45
Oak Point Channel	43	45
Gull Island Turn and Channel	45	46

TIDAL INFORMATION		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Harrington Point, WA	(46°16'N/123°39'W)	7.7	7.0	0.9
Cathlamet, WA	(46°12'N/123°23'W)	6.7	6.1	0.6
Settlers Point, OR	(46°10'N/123°41'W)	8.0	7.3	1.0
Wauos, OR	(46°10'N/123°24'W)	6.3	5.9	0.6
Skamokawa, WA	(46°16'N/123°27'W)	6.9	6.5	0.8

NOTE: The diurnal range of the tide during lower stages is 6.9 ft. at Three Tree Pt., 6.4 ft. at Cathlamet, and 5.5 ft. at Eagle Cliff. The range becomes progressively smaller with higher stages of the river.

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from: <http://tidesandcurrents.noaa.gov>.

(Sep 2013)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N run	Rct rotating
B black	Is isophase	OS obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bkt broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	FA position approximate	Rep reported	
21. Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

Report all sp Response Cent Coast Guard fac 153)

WOODY ISLAND CHANNEL

Woody Island Channel is subject to continual change. Woody Island Channel Buoys 2, 4, & 5 are not charted because they are frequently shifted and are privately maintained.

The pr to navigat Guard Lig



18523

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

58th Ed., Nov. 2013. Last Correction: 11/2/2016. Cleared through: LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

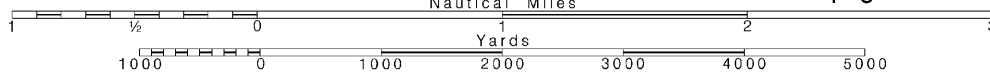
8

Note: Chart grid lines are aligned with true north.

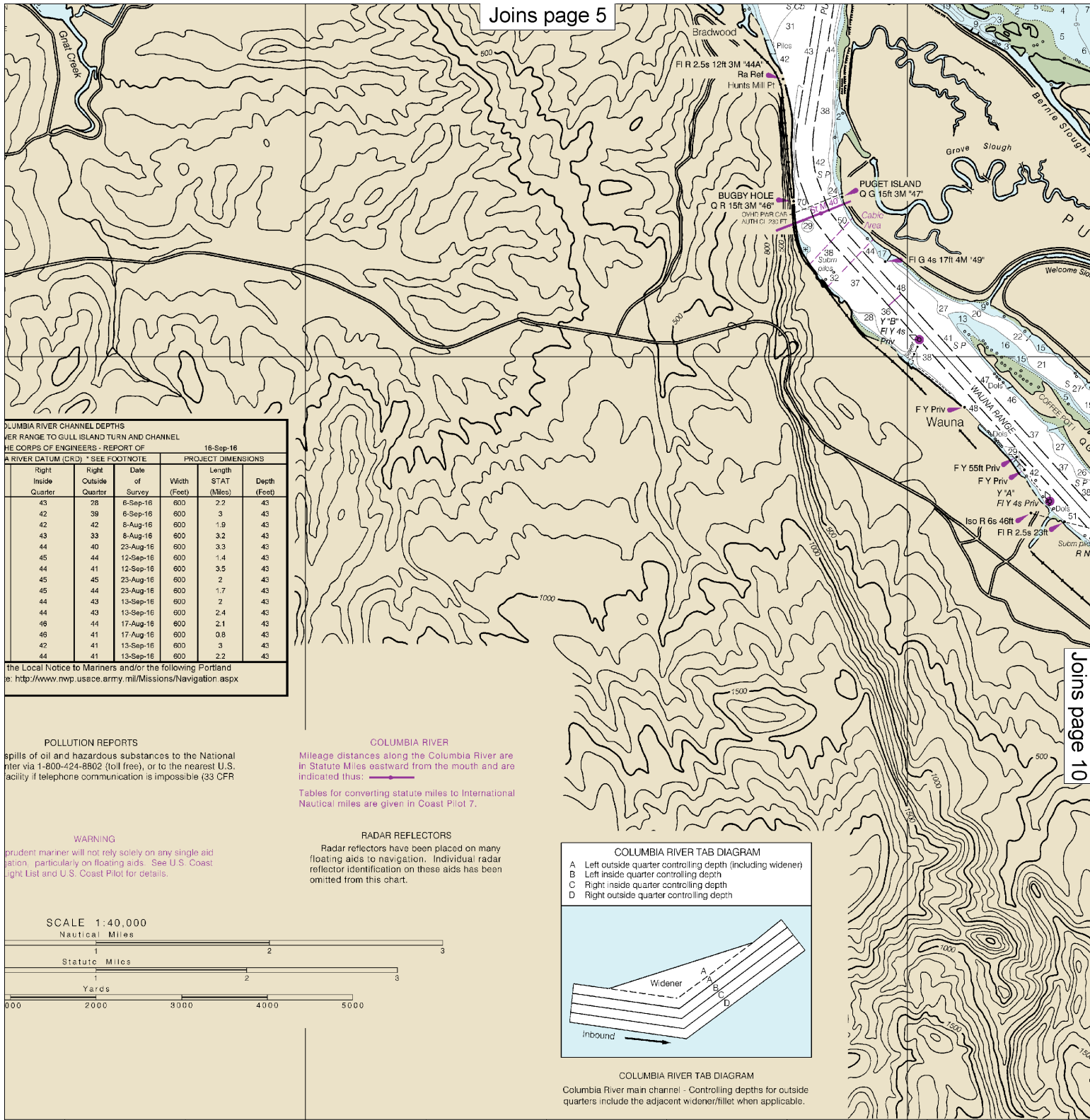
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







# SOUNDINGS IN FEET

Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

Joins page 6

Joins page 9

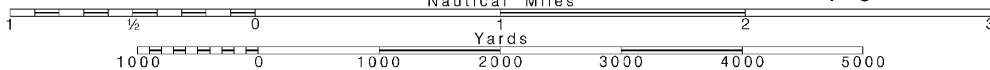
Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

FATHOM
FEET
METER

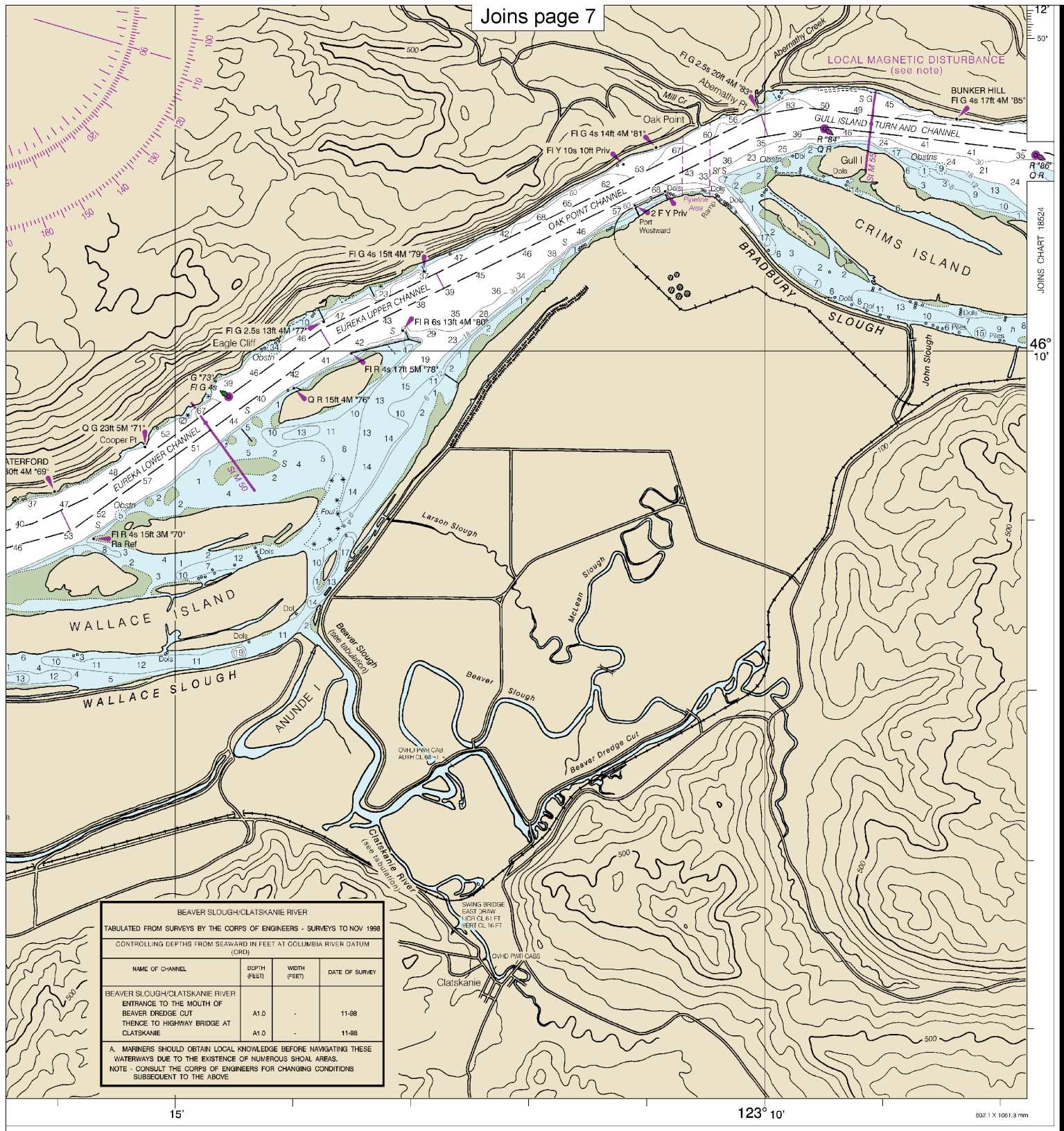
Note: Chart grid lines are aligned with true north.

~~SCALE 1:40,000~~  
Nautical Miles

See Note on page 5.





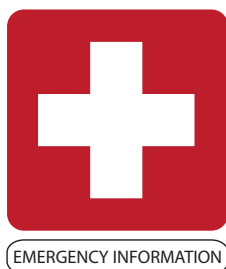


0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53
54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71

Columbia River, Harrington Pt. to Crims Island  
 SOUNDINGS IN FEET - SCALE 1:40,000

18523





## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

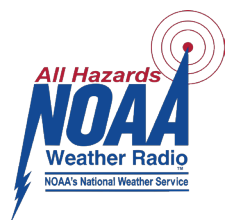
**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.